

# Bridgeport Evening Farmer

VOL. 51—NO. 304

BRIDGEPORT, CONN., MONDAY, DECEMBER 27, 1915

PRICE TWO CENTS

## JAP VESSEL SUNK WITHOUT WARNING, U.S. CONSUL SAYS

Reports to State Department From Port Said That U-Boat Fired Torpedo As Liner Was Obeying Orders.

Nationality of Submarine is Not Yet Known—Lansing To Push Inquiry—Vast Sum of Gold Goes to the Bottom.

Washington, Dec. 27.—American Consul Bristow, at Port Said, cabled today that no warning was given the Japanese liner, Yasaka Maru before she was torpedoed and sunk in the Mediterranean last Tuesday by a submarine of unestablished nationality. The liner, he added, made no attempt to escape.

General assumption is that the submarine must have been German or Austrian. Renewed efforts will be made to determine its nationality and instructions to that effect, probably will be sent out today by the state department. If it can gather the necessary information on which to proceed, the United States is prepared to include the incident in its diplomatic representations against the sinking of non-combatant ships without warning.

The outcome of the Yasaka Maru case is mainly regarded by officials and diplomats here as surrounded with possibilities regarding Japan's future course in the war. It has been suggested that she might answer the charge to her shipping by a wide representation in the war, even to the extent of taking part in the operations in Europe.

As Germany has already given assurances that her submarine commanders were under instructions not to attack liners without warning, there was a disposition to believe the attacking boat was an Austrian.

U-BOAT HAD NO FLAG.

Tollie, Dec. 27.—Detailed advice received here today from Port Said concerning the sinking of the Yasaka Maru corroborate previous statements that the steamship was torpedoed without warning. It is said she was attacked at 2:35 p. m. by a submarine whose presence had not been observed. No flag was visible.

Shortly after the torpedo was discharged two periscopes, one long and one short, appeared above the water within 400 feet of the steamship. They moved to a position off the stern of the starboard side, the Port Said advice relate, as though ready to discharge a second torpedo, if necessary.

After the Yasaka Maru sank a con- quing tower was visible for a brief time at a point about a mile away.

The report describes the manner in which those on the ship entered the boats safely. The captain caused the boats to be tied together, sails were hoisted and, in accordance with a plan arranged previously, by wireless, a southerly course was taken. This was held until midnight when the French gunboat which rescued the passengers and crew was met.

During the evening, the periscopes of the submarine reappeared, only a few yards from the boat but the submarine itself was not visible. The passengers praised the captain and crew for their coolness and discipline. There was no sign of panic throughout the long ordeal.

According to a statement made to the Diet by the finance minister, there was on board the Yasaka Maru sold to the value of 1,000,000 yen (\$500, 000).

## PASSENGER SHIP SUNK BY U-BOAT

Paris, Dec. 27.—The French steamer Villa de la Clotat, with passengers on board, was torpedoed without warning and sunk in the Mediterranean by a submarine on December 24, the ministry of marine announced today. Most of the passengers and members of the crew have been rescued.

MacFayden To Act With Appraisers At Jail Workshop Ruins

Work of repairing the county jail workshop which was burned last week will be started as soon as the appraisers from the insurance companies complete their investigation. The building was insured for \$18,000 and it is not expected that the actual loss to the county will be more than \$4,000 or \$5,000.

The county commissioners announced today that President Malcolm MacFayden of the board of aldermen has been appointed an appraiser to act with the appraisers from the insurance companies. After viewing the premises the insurance companies will decide whether to make the repairs themselves or let the county do the work, and pay the cost themselves.

## Four British And Belgian Vessels Sunk

Submarines Active in Blockade of English Coast—Former German Chancellor in Switzerland—Auxiliary Corps Disbanded.

London, Dec. 27.—Sinking of Belgian steamer Minister Beernaert is announced. The crew left the steamer in boats, two of which are missing.

The British steamer Cottingham, of 513 tons, has been sunk.

The British steamship Hadley, 1,777 tons gross, has been sunk.

The British steamer Embra, 1,172 tons, has been beached at the mouth of the Rhine, after forward.

The crews of the three British vessels were rescued.

Berne, Switzerland, Dec. 27.—Prince Von Buelow, former German Chancellor, has returned to Lucerne where he has resumed his quiet life at a hotel. Recent reports to the effect that he has a large staff of secretaries are incorrect.

The presence of Prince Von Buelow in Switzerland since October has given rise to many reports that he was working for peace on behalf of the German government although these statements have been denied categorically by the Prince. A London dispatch of Saturday said he had departed from Switzerland for Germany.

Auxiliary Corps Disbanded. London, Dec. 27.—The correspondent at Athens of the Exchange Telegraph Company says a Royal Decree has been issued disbanding two auxiliary corps of troops.

ITALY TAKES OVER 30,000 PRISONERS

Rome, Dec. 27.—Serbia has turned over to Italy 30,000 Austrian prisoners, who are being interned in Sardinia and accompanied there by Serbian officers.

A despatch from Marseilles on Dec. 17 stated that 40,000 soldiers and 750 Bulgarian, German and Austro-Hungarian officers taken prisoners by the Serbians had arrived there on their way to a concentration camp.

TEUTONS PREPARING NEW OFFENSIVE MOVE

London, Dec. 27.—Conflicting reports continue to reach London from the scene of the near eastern fighting. The statements from some sources make it appear the Teutonic allies are preparing steadily for an offensive movement, in conjunction with the Bulgarians and Turks. Other advices, however, are to the effect that the Bulgarians fear to attack lest they be caught between two fires in the strip of territory from the Saloniki-Dorain to the Saloniki-Gievskli railroads.

The central powers are still negotiating with Greece. An interview with Premier Skoulioudis forecasts failure of the efforts to prevent an invasion of Greece Macedonia. It is intimated that if an invasion is undertaken, the Athens government will devote its efforts toward obtaining guarantees of the evacuation of Greek territory immediately following the completion of military operations.

Along the western front Paris reports successful artillery actions by the French in the Champagne, Woerth and Voges. Berlin says operations are restricted by incessant rain.

The British public is looking forward with keen interest to today's cabinet meeting. It is expected the cabinet will consider the report of the Earl of Derby in regard to his enlistment plan, with especial reference to the effect of this report on the question whether military service shall be compulsory.

## SCORE HURT AS TROLLEYS CRASH AT WATERBURY

Waterbury, Dec. 27.—About 20 persons were hurt, none seriously, when two trolley cars collided on the Waterville line early this morning. The two cars, loaded with people on their way to work in the Waterville factories, took different routes from the center of the city and the wreck occurred on the outskirts, where the two trolley lines come together. One trolley sideswiped the other at the switch point and many passengers were cut by flying glass while others were thrown from their seats into the aisles.

THE WEATHER  
Cloudy tonight and Tuesday; un- settled Tuesday; warmer tonight.

## WANT OVER HALF MILLION TO USE FOR FIRE DEPT.

Board Preparing Big Requisition Which Does Not Include Construction.

PLAN IS TO GET RID OF ALL HORSES

Provision is Made For Salaries of Two Additional Companies.

Exceeding the allowance made to the department last year by over \$175,000, the board of fire commissioners has prepared a requisition for the coming fiscal year which aggregated \$433,478.03. This includes \$53,000 for motor tractors and other equipment with which it is planned to motorize the entire department, displacing horses for all fires.

This big total does not include funds for the two fire houses which the commissioners recently told the advisory committee would be needed.

It does provide, however, for a salary increase sufficient to pay men for two extra companies. Last year the salary list was \$187,575. This year \$238,824.79 is asked for salaries.

The requisition as filed with the city auditor today follows: Engine and apparatus, \$5,000; wagon and truck repairs, \$1,800; hydrant repairs, \$1,500; fire alarm system, \$3,500; hose renewals, \$4,500; chemical supplies, \$500; miscellaneous, \$7,000; insurance, \$1,500; telephones, \$1,000; laundry, \$1,300; water, \$250; coal, straw, light, power, \$2,000; hay, oats, straw, \$5,000; horse shoeing, supplies, \$700; repair shop supplies, \$1,000; harness repairs, \$800; veterinary, \$200; furniture, \$400; gasoline, \$2,000; salaries, \$238,824.79. Specials—Hydrants and setting, \$12,000; building repairs, \$2,600; underground cable, \$6,000; fire alarm boxes, \$1,500; firemen's relief fund, \$11,750; equipment, \$3,500; motor tractors, \$53,000; pensions, \$520; music for annual parade, \$100; new manual system in fireproof building, \$60,000.

## CAN'T FIND OUT CAUSE OF BLAZE ON WATERFRONT

Chief Johnson Disbelieves Incendiary Theory After Investigation.

The fire in the three story structure occupied by the Comstock, Willett Co. at 498 Water street yesterday morning is a cause of much mystery. Chief Daniel E. Johnson has made an investigation and is unable to determine what caused the blaze to break out.

The flames were first apparent in the tobacco room of the company, which is cut off by fireproof doors of iron. The loss is estimated by Chief Johnson as about \$6,000 to the building and about \$50,000 to the stock.

"Many persons say that this fire, following the suspicious one at the Lyon & Grumman Co., appears to be incendiary," said Chief Johnson today. "That is my opinion, but I have been unable to determine the exact cause."

The fire was one of the most serious the firemen have encountered in several years. The first alarm rang from box No. 16 at 4:10 o'clock. The second was sounded eight minutes later. Engine companies No. 1, 5, 9, 4, and 3, Trucks No. 1 and 2 and Chemical Co. 1 responded to the alarm. Chief Johnson and Assistant Chief George F. Beardsley were soon on the scene. The fire evidently had been smoldering for hours and had burned through the roof in the center of the building.

The blaze leaped through the wooden stairway and elevator shaft and soon reached the top floor where it spread. Firemen James Kieley of Engine Company No. 3 and Frank Holgate of Truck No. 3 were overcome by the dense smoke and were carried to the ground from the third floor by their fellow comrades. Kieley was taken to home, at 14 Center street. He is resting comfortably today. Holgate was brought to the engine house and put to bed after being treated by Dr. John F. Canavan of the Emergency hospital staff. He reported for duty today.

The flames soon connected with the building occupied by the Hubbell & Wade store and burned through the roof of this building. Two lines of hose extinguished the flames at this point. All of the stock is damaged by water.

The presence of an alley and heavy fire doors prevented the second building from being burned. The Hubbell & Wade store was saved. The firemen were at work until yesterday noon when they were ordered back to their quarters after they had checked what at first appeared to be the beginning of a serious conflagration.

Comstock, Willett Co. will establish temporary headquarters on the side of the building less damaged by the blaze. It is only three weeks since a fire of a like nature ruined the stock of five stores in the Lyon & Grumman building at Middle street and Fairfield avenue.

RECTOR KENYON IS SLIGHTLY IMPROVED

Rev. E. H. Kenyon, rector of St. Paul's Episcopal church, who suffered a shock last week, was considerably improved today but he still is bedridden.

## SUFFRAGIST AND ANTI FORCES TO SETTLE DISPUTE

Pick Bridgeport As Battleground For Deciding Matter For State.

LEADERS TO DEBATE BEFORE AN AUDIENCE

Shining Lights of Equal Rights Band to Meet Foremost Opponents.

Suffragist and anti-suffragist throughout the state have reached the point of open rupture and Bridgeport has been selected as the scene of the debate. The meeting of the forces will occur Jan. 5.

The keenest rivalry has existed for a long time. Diplomatic notes and ultimatum were published in the press of the state, but recently challenges to debate the question in public have been issued and the result will be public argument on the issue of equal rights for women.

The battlefield will be the Citizens' Association hall at 1025 Main St., which, it is estimated will hold about 1,000 of the army of women who will congregate here at 8 o'clock on the night set.

The generals in command of the respective forces will be Mrs. Thomas N. Hepburn, president of the Connecticut Woman's Suffrage association, and the anti-force will be led by Mrs. Grace Goodwin, head of the Anti-Suffrage Association of Connecticut.

The opening bombardment will be made by Mrs. Hepburn in defense of the entrenchments made by the suffragists and the fire is expected to be maintained for 30 minutes. The answering artillery fire by the attacking party will be under command of Mrs. Goodwin and is expected to last for a similar period.

Following the bombardment charges and sallies will be made by the light horse and infantry regiments scattered here and there about the hall which, it is confidently expected, will be succeeded by the heavier and more skilled detachments held in reserve by the respective commanders.

Ernest Berger, lawyer of this city, is the only man slated to take part in the dispute, having been engaged by both sides as chairman and moderator, occupying much the same position as the Peace Conference at the Hague to the belligerent armies.

Suffragists and "anti" in Bridgeport will be represented largely at the meeting, and the leaders from all sections of Connecticut have sent notice of their intention to take part in order that definite strides in settling the much debated question may be made in this state.

## GREENHILL DIDN'T SEE TROLLEY CAR, WITNESSES SAY

Hearing on Fatal Automobile Accident Discloses Much Disagreement.

That Arthur Greenhill did not see the trolley car with which his automobile collided early Christmas morning, when Fred Camp, 19, of Trolley car, was killed, appears from the evidence brought out at the investigation which was begun by Coroner Phelan today. Witnesses disagree, however, as to whether or not the trolley car was in motion when the crash came.

Motorman Peter Foy of Brookline avenue, says his car had been stopped fully 45 to 50 seconds. All other witnesses including passengers on the car declared that the trolley car was in slow motion when the automobile collided with it. Foy says Greenhill was driving very fast.

George P. Walter of 975 Connecticut avenue, an employee of the Gaynor Manufacturing Co., says that Greenhill was driving through Connecticut avenue at a speed he estimates 20 miles an hour. He says Greenhill attempted to cross Stratford street, but was stopped by a trolley car which was coming to Bridgeport. He said the car ran for fully 20 feet pushing the automobile in front of it before it stopped. Camp was thrown against the trolley car and then against the automobile.

The front of the automobile was driven into the woodwork and forward vestibule, and it stuck fast there, so that it required considerable effort to pry it out.

State Policeman Rowe Wheeler picked up blood-stained hair pins about 60 feet from where the car finally stopped. These were from the head of Miss A. Greenhill, wife of the driver of the car, Mr. and Mrs. Greenhill, the other occupants, were pinned in the debris of their automobile.

Edw. G. Gaynor, a leading manufacturer of Stratford, Police Officer Barton and James Burns and John I. Martin, conductor of the car, described the positions of car and automobile after the accident. They tried the automobile from the car and released Mr. and Mrs. Greenhill.

The accident occurred between 1:35 and 1:40 Christmas morning. The trolley car had left Paradise Green at 1:17. Mr. and Mrs. Henry Andrews of 117 Jane street and Eli Jones of 193 Newfield avenue, an inspector at the Lake Torpedo Boat Co., all agreed that the car was in motion when the automobile crashed into it.

Coroner Phelan continued the hearing until December 31 when he hopes to get statements from the Greenhills, all three of whom are in the Bridgeport hospital. Arthur Greenhill, who is an insurance agent, suffered a fractured left arm, a fracture of his left leg and severe cuts and bruises about his head.

## DISORGANIZATION OF HELP IN FREIGHT TERMINALS IS BLAMED FOR CONGESTION

## PRISONERS AT COUNTY JAIL ESCAPE THROUGH UNGUARDED COAL HOLE

Taking advantage of the absence of Jailers Michael J. Houlihan and Fred Koscoe after they had completed their rounds of the corridors and cells of the Fairfield county jail on North avenue, between the hours of 11 and 12 o'clock last night, two prisoners, one of whom had been sentenced to a period of from one to three years in the State Prison at Wethersfield, escaped from their cells and after working their way through the boiler room, left the jail cellar by way of a coal chute.

The prisoners who made their escape are Alfred Martin, who was sentenced to one year in jail early last May on a charge of burglary, and Frank Carmalino of 194 Willard street, sentenced to from one to three years in the penitentiary at Wethersfield, after being convicted of burglarizing the home of Luigi Lusi, 94 Hallett street, last December.

Jailers Houlihan and Koscoe made their hourly rounds of the jail at 11 o'clock last night and all seemed serene. On passing the cell of Carmalino, Houlihan failed to discover anything out of the ordinary and Koscoe reported the same conditions prevailing in the cell occupied by Martin and which is just across the corridor from the one assigned to Carmalino.

Sheriff Simon E. Pease did not care to go into the details of the escape today but he said that there is no evidence of back saws. The jail authorities are working on the theory that Carmalino was given tools by visiting friends.

After gaining access to the jail corridor the prisoners made their way to the lavatory and here broke the wooden partition which connects the jail proper with the boiler room. Getting into the boiler room they made their escape in the same manner as "Hello Dearie" Flanagan, about four years ago, who used to get out every night through the coal chute leading into the boiler room. He used to spend the evening at home and return to his cell at daybreak.

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It is believed that then they made their escape by climbing the iron fence on Sedgwick avenue and heading for the woods to the northward. They were attired in the regular jail garb, consisting of khaki shirt and trousers and "sneaks." According to Sheriff Pease, the only evidence saws being used is the marks left on the remains of a broken iron chain leading from the corridor of the jail to the boiler room. It was necessary for the prisoners to break down this chain in order to gain access to the boiler room.

At the time the escape was made, the lights in the county jail were all dimmed and the corridor leading to the boiler room was in total darkness. A posse of deputy sheriffs, summoned from all parts of Fairfield county, is looking in the immediate neighborhood for the escaped prisoners, who are believed to have headed in the direction of Newtown and Danbury. Up to press hour no trace of the fugitives had been obtained but it is the belief of Sheriff Pease that Martin will be apprehended by nightfall.

Sheriff Pease says he can see no cause for reprimanding the jailers, who, he said, were strictly on their job at all times.

Telegrams have been sent out to all seaport towns in Connecticut, New York and Massachusetts, asking the authorities to apprehend Carmalino, who, he believed, will depart for Italy on an ocean steamer if the opportunity affords. Detective Luke G. Petruschell and policemen are searching the Italian settlement in the vicinity of Avon for him as well as other Italian neighborhoods in this city where it is probable that Carmalino may be in hiding.

Martin was to have been released early next year. There is a trial pending in New Haven where Martin was to be arraigned on a charge of burglary after his release from the Bridgeport jail.

## HALF MILLION ASKED BY MAYOR'S ADVISERS FOR WARRENTE ROADS

Plans of the Republican administration for another Warrenite grab of stupendous proportions became public when the mayor's committee of advisers met at the mayor's office today. The common council on streets and sidewalks urged the bonding of the city to the extent of \$500,000 for the laying of "bituminous macadam" pavement.

The recommendation of the streets and sidewalks committee had the endorsement of Director of Public Works J. A. Courtade who also appeared before the advisory board and was instrumental in engineering the first Warrenite contracts, which were let without competitive bidding.

John T. King, chairman, presided at the meeting in the mayor's office. Before the Warrenite bonding scheme was sprung, representatives of the police and charities department presented their parts in the administration project to bond the city for millions.

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Railroad Never Has Recovered Here From Strike Which Occurred Last Summer and Which Was Not Settled With Old Employees—Freight is Bulging From Doors of Stations.

Cost of Handling Shipments, Due to Inefficient Help, Has Almost Doubled Floaters Now Used to Do Work That Used To Be Done By Well Organized Help.

That the cost of moving freight in the Bridgeport depots of the New Haven road has increased from the normal average of 26 cents to about 55 cents a ton, is the gossip among merchants and others interested in the freight congestion here.

Protests from merchants and truckmen may result in radical changes in Bridgeport. It is likely that an attempt will be made to point out to the New Haven officials that congestion here is caused, not so much by abnormal conditions, but by the inefficiency of those handling the freight.

It is freely asserted among men who are interested in the congestion here that the conditions that now face the railroad may be coped with successfully. Upheavals in the system locally are said to be to blame.

According to persons who have watched the removal of freight at local stations, the system here has never recovered since the strike of last summer.

To begin with, according to observers, New Haven men were sent to this city during this year to show local men how to move freight. They immediately made changes and it is said that chaos has been apparent ever since.

Now, when freight is piled so high that it is bulking out the doors and when shippers dump their freight in the snow because there is no room in the house, it is not that there are no cars to put the freight in, some say, but because the cars are not empty.

Long strings of loaded cars are on the tracks. Some of these are opened, for the purpose of transfers, and because there are no empties, the freight must be dumped on the tracks of the freight house. This stuff then becomes almost hopelessly intertangled with local shipments and other transfer freight.

Trucking freight is more of an art than is apparent to the uninitiated, and most of the old hands who knew how to handle freight have left, and most of those now working don't stay long enough to learn the moving freight is somewhat of a job.

Last Monday, several score of idle persons from New York, were imported here, to supplant 20 old hands who were discharged for a minor disagreement. They can't handle freight. Most of them left. Some were discharged and were hired again because of this shortage of men. In fact it is said not more than five discharged every day, especially at Whiting street, and when they appear the next day they are given jobs.

Where as a year ago, the freight handlers were mostly old hands, the new force is composed of floaters. Some of them push their trucks in front of them which is considered very inefficient.

Corrals are made every day at the Remington Arms & Ammunition Co. of the men who fail to get jobs there. Some of them, who want to the freight house and then refused to work, declare they were promised \$2.50 a day and after they reached the scene of the job, they learned that \$1.75 was all they'd get.

Complaints are being made too, of the system in vogue at "breaking out" freight. In the days when freight was moved for 26 cents a ton, one stevedore handled a piece of freight. Now they have a physical impossibility presented to them, of handling all the cars in a string.

With the job of learning the destination of every piece of freight, guessing its weight and loading the trucks of gangs of men, they have a hard time trying to do things right. As good stevedores is a thing of the past, any freight expert will tell you. So is a good trucker, although he's a humble worker. A good freight checker, the man who handles the gangs of four men each, commonly called a tallyman, is also desirable. There's a scarcity of all these good men in local houses.

Some were "fired" on trivial excuses. Some went on strike last summer and didn't return. The majority gave up their jobs, which they say became unpleasant, and went to work in factories, generally in the Remington plants. Included among the discharged ones was a foreman, an efficient man, shipper, whose ideas didn't coincide with those of his new managers, and

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